

# Questions on 3.1 Botanic Garden ki Paekākā to City bike and bus improvements - traffic resolution approval

Pūroro Āmua | Planning and Environment Committee 11  
August 2022

In the consultation, did submitters have to choose just one primary mode of travel, or could they choose more than one?

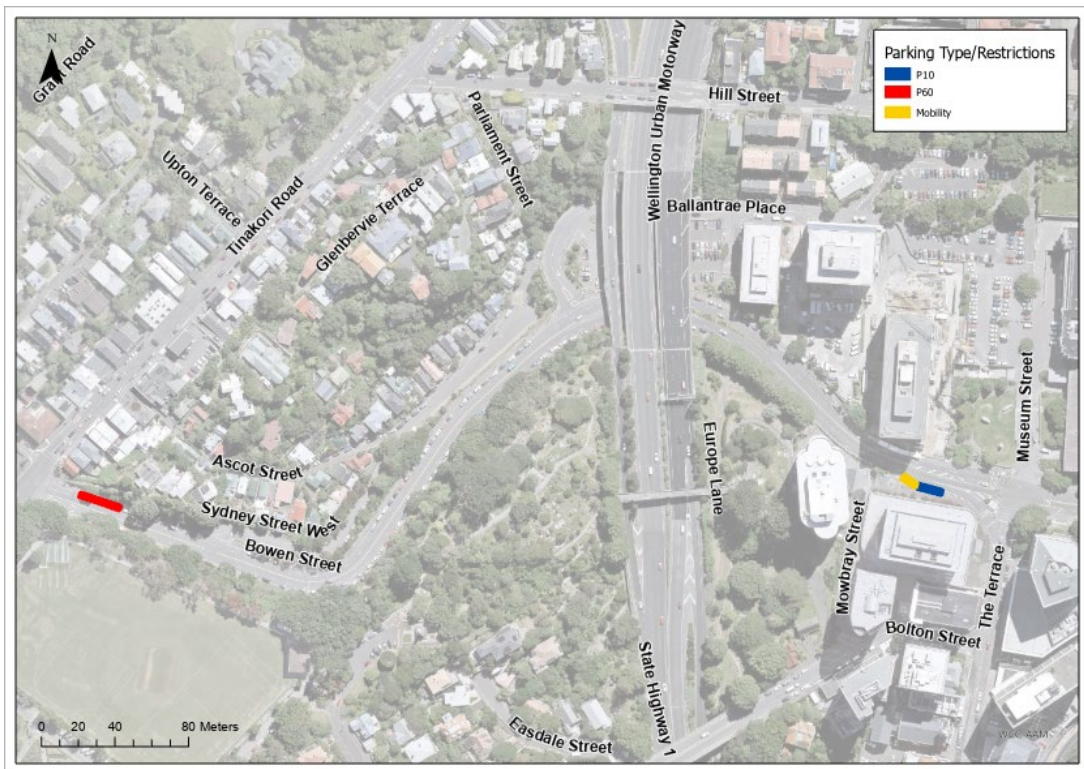
The consultation form asks people to provide their 'main' way they travel, most of the time.

Can you please update figures 2.1, 3.1 and 4.2 from the Parking Management Plan (PMP) with the parking arrangements proposed in the TR?

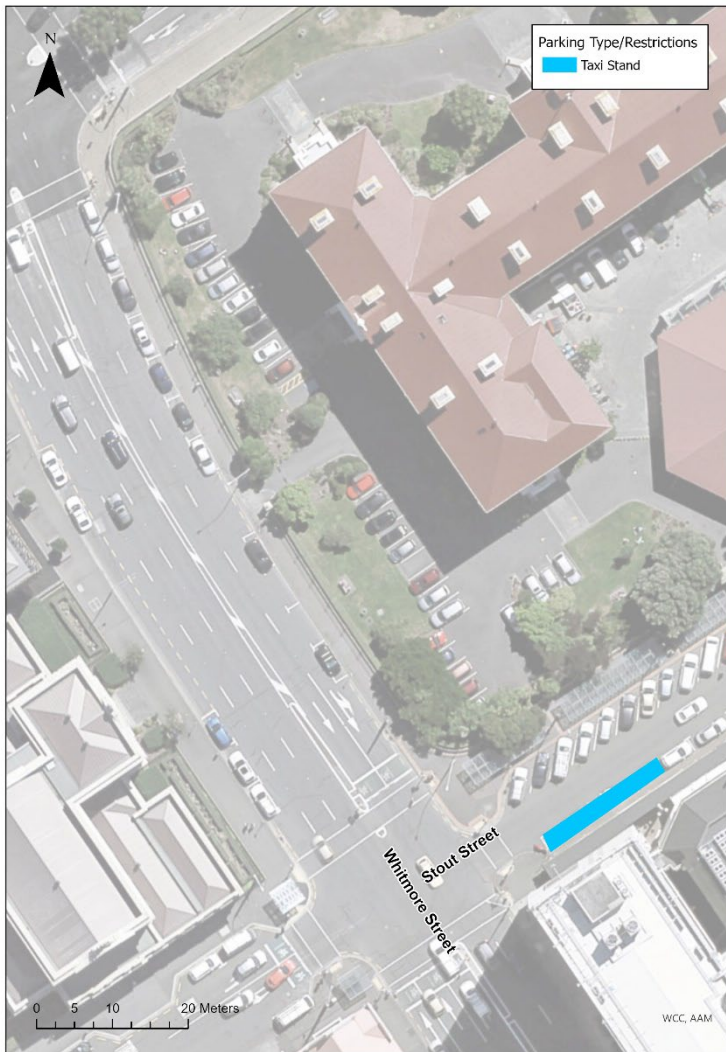
Tinakori Road proposed parking arrangement changes: (Compare with Fig 2.1 of current parking arrangements in PMP)



Bowen St proposed parking arrangement changes: (Compare with Fig 3.1 of current parking arrangements in PMP)



Whitmore St proposed parking arrangement changes: (Compare with Fig 4.2 of current parking arrangements in PMP)



Can you please update parking inventories (such as Tables 2.1, 3.1 and 4.1 in the PMP) that show the number of spaces currently available and the number of spaces in the proposed TR for each of Tinakori, Bowen, and Whitmore Streets separately?

**Table 2.1** Tinakori Road Parking Inventory

Parking type	Charge	Current spaces	Proposed
Coupon	\$18.00/day, first 2 hours free	7	0
Resident	\$195/year	5	6 on Patanga Cres
P10	Free	3	2
P120	Free	21	10
Total		36	18

**Table 3.1** Bowen Street Parking Inventory

Parking type	Charge	Current spaces (Reduced by construction)	Usual spaces (Outside of construction)	Proposed
Coupon	\$18.00/day, first 2 hours free	114	134	0
P60	Free	4	4	6
Loading Zone/P10	Free	3	3	2
P120	\$5.00/hour	0	10	0
Mobility Park	P120	0	0	1
Total		121	151	9

**Table 4.1** Whitmore Street Parking Inventory

Parking type	Charge	Current spaces	Proposed
P120	\$5.00/hour	14	0
Taxi stand	Free	6	6 on Stout St
Total		20	6

**Table 4.2** Parking inventory for metered spaces in Court Precinct

Street	Metered spaces	Proposed
Whitmore Street	14	0
Balance Street	61	61
Stout Street	90	84
Total	165	145

Can you please compare the recommendations of the PMP with the parking arrangement proposed in the TR? Has the TR provided more or less parking than the PMP suggested, where are the differences?

Tinakori Rd – the traffic resolution includes more parking than was recommended in the PMP. It now includes 10 P120 and 2 P10 spaces outside of the morning weekday peak.

Bowen St – the traffic resolution includes more parking than was recommended in the PMP. It includes 6 additional P60 parks at the Tinakori end of Bowen St.

Whitmore St - the traffic resolution includes less parking than was recommended in the PMP. 13 floating meters spaces were investigated but due to design issues, including accessibility, of including part-time carparks in a peak-hour traffic lane, this option was discounted.

Do we have statistics for serious injuries and deaths by age, gender and ethnicity, and how many kids killed on our roads?

Out of the crashes that occurred throughout Wellington City over the 10 years 2012 to 2021 that resulted in 3992 fatal, serious and minor injuries:

- Not all crash records include an age field, but most did (3888 out of 3992)
- 455 involved people recorded as 18 years of age or younger
  - o 455 breaks down to 274 male, 180 female, 1 unknown
- 376 of those occurred on local roads (those for which the Council is the Road Controlling Authority)
  - o 376 breaks down to 227 male, 148 female, 1 unknown
- 65 resulted in serious or fatal injuries, including 2 fatal
  - o 65 breaks down to 48 male, 16 female, 1 unknown
- 455 breakdown by ethnicity: 235 unknown, 126 European, 53 Maori, 17 Pacific Island, 14 Asian, 9 other, 1 Indian. The key message is that faster speeds result in more crashes and more serious injuries. Safer speeds will reduce this toll

Regarding Whitmore Street:

On Whitmore St the proposal is to provide 13 “floating” metered parking spaces in the cycle lanes to meet overall parking demand in the area. The cycleway is therefore proposed to only be in operation from 7-9am and 4-6pm weekdays. Given the highest priority for key transport routes like Whitmore St is for safe and efficient movement of people and goods, including cycleways, could we instead change the hours of operation for the clearway to 2pm-10am seven days a week – that is, prioritising the movement of people on bikes most of the time, and only allowing for floating parking spaces in those four hours between 10am and 2pm on weekdays where the demand for parking in the area is high enough to benefit from them?

The 13 floating metered spaces on Whitmore Street, mentioned in the PMP, were to be created out of peak hours in one of the traffic lanes, rather than the bike lanes. This option was discounted due to design issues, including accessibility.

Regarding Tinakori Road:

Can you please specify what the road width constraints are that necessitate a shared bus/bike downhill lane? (eg what is the road width kerb to kerb? How has that available space been allocated between bus lanes, cycle lanes, and general traffic lanes?)

How narrow would the general traffic lanes need to be in order to allow separate bus and cycle lanes in both directions? How does this compare to legal minimums

### and other guidance for general traffic lane widths?

The typical widths for each feature are as follows, this is based on Waka Kotahi and Austroads best design guidance:

General traffic lane 3.0m to 3.5m

Bus lane 3.0m to 4.2m

Cycleway (one way) 1.8m to 3.0m

Buffer to cycleway 0.3m to 1.0m

The kerb to kerb width of Tinakori Rd is 12.0m

For Tinakori Rd we have allocated the following space:

Bus lane/parking 3.0m

Traffic lane eastbound 3.0m

Traffic lane westbound 3.6m

Buffer 0.3m

Cycleway 2.0m

The reason the westbound traffic lane is 3.6m is due to:

- To keep cyclists and buses single file
- To retain the current centre line
- Higher heavy vehicle volume in westbound lane as buses and trucks use the same lane

At most we could free up 0.8m which is not enough for a second cycleway.

Dimensions for Bowen St are the same in the mid-block but the bus lane and traffic lane widen out (to up to 3.8m) at the corners due to tracking of bus/ truck.

Having a separated cycleway on both sides of the road down this corridor was investigated. This option however would reduce the lanes down to one resulting in buses and vehicles sharing which would not achieve the bus network improvements sought in the Bus Priority Action Plan for this route. People on bikes would also be confined to a 2-meter cycleway which would not provide a great level of comfort due to the speed in which they are able to travel downhill they may feel trapped and be at risk of hitting the gutter. Tracking around curves would be restrained due to the width needed within the lanes for bus tracking. The volume of buses using the bus lane is low, alongside this they will be travelling at similar speeds as cyclists, therefore the ability to share the lane is considered acceptable for the transitional

nature of these improvements and achieves a significant improvement in the level of service and safety as compared to the current layout of the street.

How have officers considered the Botanic Garden management plan 2014 in the preparation of this TR?

Officers engaged with the Botanic Gardens Manager as part of the design process that led to this TR but did not specifically consider the Management Plan of 2014.

Regarding recreation and visitor use, the Management Plan 2014 outlines the following objectives:

1. To provide high-quality garden environments for the use and enjoyment of visitors by:

- enhancing the visitor experience and sense of place of each garden
- having a high standard of design and presentation
- providing quality visitor facilities and services
- enabling access and enjoyment for all
- encouraging and catering for casual use of the Gardens -
- managing events and organised activities in a sustainable manner (p. 26)

Under its “enabling access and enjoyment to all” policy, it states:

- Support and promote the different transport options available to get to the Gardens, including car, bus, walking, cycling and cable car options (p.29)

Can we please see recent parking sensor data for Lady Norwood Rose Garden parking spaces?

The Lady Norwood Rose Garden does not have any sensors. Paid parking to this car park was introduced to provide better parking accessibility in the area. When parking was installed a different parking meter which uses a vehicles license plate to register the payment was used, but did not require sensor technology.

How many P120 parking spaces are situated in the downhill bus/bike lane on Tinakori Rd? Can you confirm there are only P120 spaces in the bus/bike lane?

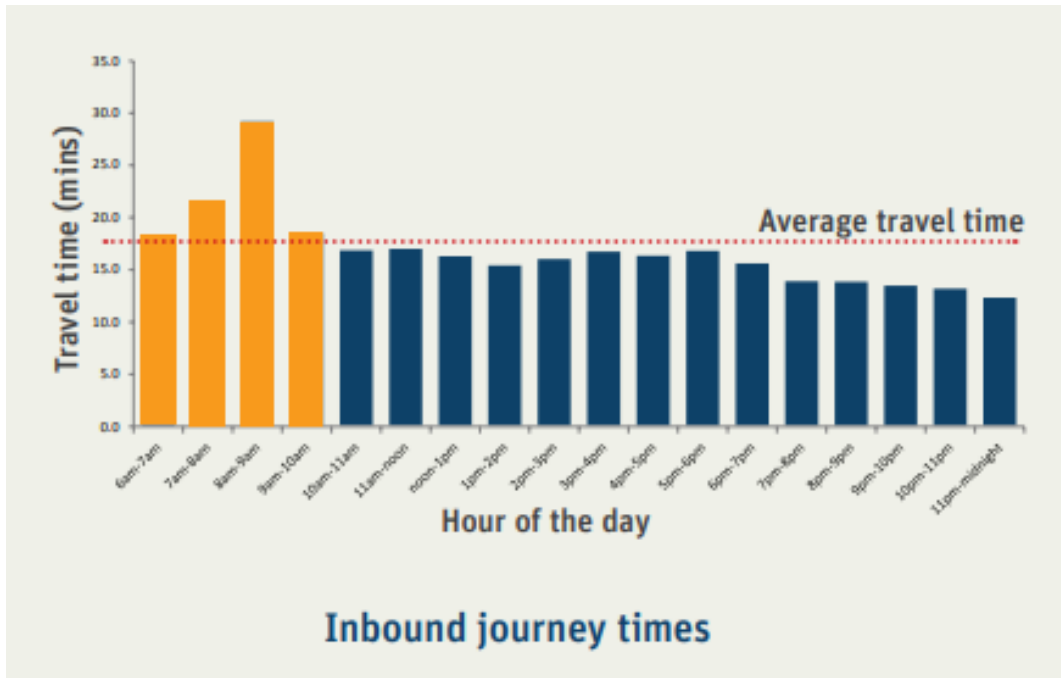
There are 10 P120 parks and 2 P10 available for parking between 9am-8pm Monday – Friday and 8am-8pm Saturday – Sunday. The bus / bike clearway will operate between 7am-9am Monday – Friday.



Can Ubers park in Taxi Stands?

Yes, Ubers and all passenger service vehicles can park in Taxi stands as long as they remain within the vehicle.

Bus travel times throughout the day:



Link to Bus stop Webinar: [Bus Stop Platforms Q&A June 2022](#)

